

DIRECTOR

25X1A

SIGN

ACTION

INFO

008

1-8

PRIORITY

TOR 1941Z 21 APR 64

IN 75126

25X1A

25X1A

25X1A

TO PRIORITY

BY

DATE

25X1A

LAZY DAISY

1. S-214M/ 240400/342

2. 03/18/24/23

3. 09/80/25/06

A. 9R 0-20-6000/247-5-12-11-3/SL 0-20-6000/247-7-12-11-3

B. 60/08/10/150/INTERNAL

C. 3515/2825

D. I-240515/STDBY-240528/I-240545 STDBY 240825/OFF-240825

25X1A

E.

F. 80 DEGREES/42 DEGREES 30 MIN

G. 20338/23153

H. CLEAR TO OVERCAS/NONE

I. NONE/GOOD

25X1A

4. AFTER 2825 CYCLES OF A PROGRAMMD 3515 MISSION THE

25X1A

"D" LIGHT WENT OUT. WHEN OBSERVED IN THE AIRCRAFT THE 9R

10 SUPPLY HAD BEEN EXHAUSTED. FURTHER INVESTIGATION SHOWED THAT

SECRET

25X1A

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IN 75100

S E C R E T

PAGE TWO

25X1A THE [] SR TAKE-UP HAD PULLED APPROXIMATELY 1500 FT MORE

25X1A THAN THE 9L SIDE. THE 9L [] FOOTAGE APPEARED NORMAL FOR
THE AMOUNT OF CYCLES COMPLETED. ALL COMPONENTS COMPRISING THE

TENSION SENSING SYSTEM WERE THOROUGHLY PREFLIGHTED AND FOUND OPERATING

25X1A SATISFACTORY. [] WAS RELOADED. FRAME MEASUREMENTS WERE

25X1A PERIODICALLY CHECKED THROUGHOUT THE 2700 FT OF [] AND FOUND
WITHIN LIMITS. OVER 1800 CYCLES WERE COMPLETED WITHOUT DUPLICATION

25X1A OF MALFUNCTION. [] S/N 9 WAS FLOWN PRIOR ON MISSION GT
64-103 ON 9 APRIL. POST FLIGHT REFLECTED A NORMAL OPERATION.

25X1A [] WAS TO BE PROCESSED BY [] EVALUATION REPORT HAD NOT

25X1A BEEN RECEIVED PRIOR TO ITS DEPARTURE A MORE DETAILED REPORT WILL
FOLLOW AFTER ADDITIONAL INVESTIGATION.

END OF MSG